

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

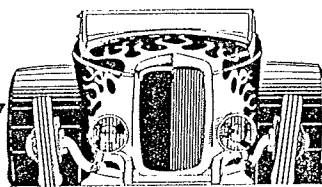
Volume 2, No. 3 Nov. 1989

Editor: Tim Sickle

About 20 members attended the October meeting which was highlighted by a slide show (by yours truly, natch!) of NNL #10 in Toledo and the IPMS regional in Virginia. Other highlights at the meeting were the premiere of "Little Wheels", our 1st (Annual?!?) model car videotape, delivery of same to those who ordered them, as well as delivery of M.A.M.A. black Baseball jackets to nearly everyone that ordered them (some sizes were backordered and will be delivered as soon as possible-sorry for the delay!). There was also a "Hard Luck Award" presentation to one, Harold Bradford consisting of an older issue "Ala Kart" kit due to circumstances beyond his control which forced him to forego the Toledo trip. Plans are already underway for next year, Brad! (both on this end as well as in Dayton!)

The October raffle raised \$71.00! The club would like to thank the raffle donors as shown below: Brad, Rex Turner, Larry Boothe, Tim Sickle & Replicas & Miniatures Co. of Md. Special thanks also go out to:

Charlie Atkinson  
Family Hobbies  
5200 Leeds Avenue  
Baltimore, Md. 21227



Bill Henschen  
Hobby World  
575 Ritchie Highway  
Severna Park, Md. 21146

Jay Adams  
Monogram Models, Inc.  
8601 Waukegan Road  
Morton Grove, Ill. 60053

Bob Johnson  
Revell, Inc.  
636 North 3rd Avenue  
Des Plaines, Ill. 60053

\* \* From the President's Armchair \* \*  
by Norman Veber

Back again, two month's in a row. Hope you aren't thinking this will be a regular column. Generally, I'll keep quiet and leave more space for the good stuff: interviews, reviews, etc. But so much is going on here of late! Gotta keep you posted on "what's happenin'".

I had a great time at the October meeting. Two more modelers showed up at this meeting, both from Pennsylvania. We'll be seeing more of Jack Gorrell, as his work schedule has changed and frees up his Saturdays. Larry Boothe's brother-in-law, Lew Welsh may not appear as often, as Baltimore is quite a drive from the Pittsburgh area. Whatever the case, he's welcome anytime he can make it.

Everyone is building models and that's great. I won't single anyone out, but I saw several projects that really impressed me. You guys keep bringing in new, completed projects. I'm to the point where I'm saying to myself, "To heck with all the other jobs, I'm going to build something for me!" And I am, too!

The main reason you are hearing from me again is to let you know that preparations for the next contest are underway. I asked several people who helped out last February to meet with me to discuss ways to improve the next contest, with two main areas in mind: judging and model classification. Our conclusions were put before the membership at the October meeting and approved for the most part.

**Judging:** The position of Chief Judge was created, so that one person can make final decisions on matters of model categories, choosing a winner in the case of a stalemate among judges and to generally take the heat when necessary. I have volunteered for this duty for the next contest. We determined that the following guidelines will be attempted:

- a. Encourage entrants to give written descriptions of the work done on their models and use them as much as possible in the judging process.
- b. Basic modeling skills and overall balance of detail will be the primary areas the judges will be looking at.
- c. Models in each category will be judged by at least two people, and they will judge the entire category to insure uniform judging standards for all models within the category. The best 10 to 20% in each category will be determined, with the approval of both judges, after looking over all entries in that category. First, Second and Third Place models will be chosen from this top group using a point system, if the models are that close.
- d. Judges will be allowed to participate in the contest, but cannot judge any category they enter, or participate in the selection of "Best of..." awards if their model is in the running for one.
- e. There will be no sweeps in a given category, i.e. one person winning more than one award, if there are enough entries in that category. This will be exempted when only one or two people have all the entries in a given category. One person will be able to take trophies in more than one category and the "Best of..." awards.
- f. Any model winning a First place or "Best of..." category in the 1989 contest will not be eligible to take awards again in the 1990 contest.
- g. Previous winners will be encouraged to display their winning models, with trophies. This will allow the public to see what it takes to win and allow the less experienced modeler to see what he/she has to strive for in order to place.

h. There will be 5 or 6 Honorable Mentions made, from the entire field of entries, to recognize those good models which did not place.

i. Anyone not wishing to compete will still be encouraged to bring models to display. However, an entry fee must still be paid.

**Categories:** Personally, I prefer the Degree System to categorize the models, as it emphasizes that we are judging workmanship, not types of vehicles. However, I still stand alone on this issue and realize that most contests around the country still categorize the models by type. Workmanship in building the model is still the criteria being judged, mind you, but most people seem to be more comfortable with the models grouped by type. So that is how we will do it in 1990, for the adult categories, anyway. The degree system will be used for the junior categories until such time as there are enough entrants to fill the classes by vehicle type.

Here is a run-down on the Junior categories to be used and the minimum number of Adult categories to be used:

**Adult:** First, Second and Third Place

1. Replica Stock 2. Custom 3. Street Rod 4. Street Machine
5. Pro Street 6. Box Stock 7. Competition-Open Wheel
8. Competition-Closed Wheel 9. Trucks/Commercial Vehicles

Box Stock will be any model built straight from the box, with paint and foil being the only things that can be added to the model.

If there are enough Competition vehicles entered, then these categories will be expanded to: Competition-Oval Track (NASCAR, Indy, Modified); Competition-Road Race (Sports, Formula I) and Dragster.

**Adult Best of Show, Best Finish, Best Interior, Best Engine, People's Choice.**

**Junior:** First, Second and Third Place

**Degree One:** Out of the Box, with paint and foil being the only allowable additions. Any custom parts that come with a kit that require cutting, sanding, etc. will warrant a Degree Three classification.

**Degree Two:** Parts Swapping allowed.

**Degree Three:** Modifications involving cutting up the model, putty, sanding, scratchbuilding details, general scratchbuilding, etc.

**Junior Best of Show, Best Finish, Best Interior, Best Engine, People's Choice.**

The People's Choice will be just one award, for which all models compete on an equal basis; Juniors, Adults and Display Models.

The categories listed above will be defined more thoroughly at a later date. This is just to give you an idea of where we are with the contest planning at this time.

One last note: We will be selecting people to train as

future judges, mainly to enlarge the pool of people that are capable of doing this job. During the 1990 contest, you will be able to observe the judging process, participate to a certain extent, ask questions, etc. If you are interested in doing this, please make your wishes known to me.

That's it folks! As plans for the contest progress, I will keep you informed of any new developments. 'Til later, keep on a buildin'!

### MAMA's Boys

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by: Tim Powers

I thought it would be interesting to compare the outlook of a European modeler to the American views we've seen in this column so far. Since our West German contingent, Oliver Daniel, was able to attend our August meeting, I asked him my standard collection of poignant(?) questions. Actually, I've heard rumors that during Oliver's stay at the Sickie home, Tim locked him in a closet with one of the questionnaires and wouldn't let him out until it was completely filled out (you should've given him a pen or a pencil, Tim!). I was surprised to find that international separation doesn't make modelers any different. We seem to have the same views, problems and wish lists. Maybe, just maybe, if modelers were running the world's countries we'd all be too buisy building models, driving exotic cars and attending car shows and model contests to have wars, terrorism, and crises. Nah! Enough of my babbling. Time for some of Oliver's wisdom.

Oliver is a 20 year old Orthopedic Shoemaker, hospital employee, and one darn good model builder! He is single and lives with his family in their West German home.

MAMA: Do you spend a lot of money on the hobby?

Oliver: I spend a reasonable amount of money for my models, tools and paint.

MAMA: How long have you been building model cars?

Oliver: Since I was 11 years old.

MAMA: What was the first model car kit you built?

Oliver: My first model kit was an aircraft kit, a B-52. My first automotive kit was a 1/25 scale Freightliner truck by AMT.

MAMA: What sparked your interest in model cars? How did you get started?

Oliver: I liked building the truck and it was a challenge to see if it was more difficult to build cars or trucks.

MAMA: How many built and unbuilt kits do you have in your collection?

Oliver: My collection includes about 50 built and unbuilt kits.

MAMA: What kind of work area do you have?

Oliver: I have a small desk in my bedroom which I use for model building and other work.

MAMA: Where do you do your painting?

Oliver: I paint my models mostly in my bedroom and if I work with my airbrush, I go downstairs in the basement.

MAMA: What kinds of paints do you use?  
Oliver: Mostly I use Revell colors and sometimes I use metallic car paint.  
MAMA: What kind of tools and special equipment do you have?  
Oliver: I have only the usual tools and equipment like sandpaper, hobby knife, hairdryer, body putty, etc.  
MAMA: Do you keep a big spare parts inventory for swapping?  
Oliver: I have a small spare parts box.  
MAMA: Do you use cottage industry products?  
Oliver: I use ignition wires, screen, rubber, seat belt material, plastic sheet, clear plastic sheet, and steel and plastic tubing for scratchbuilding.  
MAMA: Do you build other types of models?  
Oliver: Only cars. I'd like to build spacecraft kits like the Apollo or Mercury.  
MAMA: What's your favorite type of model car to build?  
Oliver: My favorite type is the Lamborghini Countach 5000 Quattrovalvole.  
MAMA: What's your favorite scale to build in?  
Oliver: My favorite scales are 1/16 and 1/24.  
MAMA: Which is your favorite model company?  
Oliver: My favorite model company is Fujimi.  
MAMA: What older kits would you like to see reissued?  
Oliver: The Ford GT-40 in 1/16 scale and all Lamborghini models in 1/16 scale that aren't available right now.  
MAMA: What new subjects would you like to see produced?  
Oliver: The Dodge Viper.  
MAMA: What do you like most about today's kits? The least?  
Oliver: I like the very nice detailing and I hate bad fitting or scratched clear parts.  
MAMA: What current projects are you working on? Future plans?  
Oliver: My current projects are the F-40 and the Monogram 1/8 scale T-Bucket. My future projects are the Porsche 959 as a convertible, the 1/16 scale Countach Anniversary, and the 1/24 scale Ford GT-40.  
MAMA: Do you subscribe to any model car magazines?  
Oliver: I subscribe to Scale Auto Enthusiast.  
MAMA: What other hobbies are you involved in?  
Oliver: Sport hobbies.  
MAMA: Do you have any tips, suggestions or advice to anyone just starting into car modeling?  
Oliver: Everybody who likes sportscars or his dream car and who is interested in model kits should try to build his "own" car. It is a lot of fun to build model cars, but you must have a lot of patience and start with an easy model.  
MAMA: What do you like most about MAMA? The least? Suggestions for improvement?  
Oliver: Everybody can help each other. Unfortunately, MAMA is too far away from Germany so I can't come to every meeting!  
MAMA: Any further comments?  
Oliver: MAMA is the greatest!!!

### SCALE VIEWS:THE AMS by Norman Veber

All of you who are involved in this hobby to any degree know of the Automotive Modelers Society. For those of you who haven't heard of them yet, it is a group of dedicated model car builders and collectors who have made an attempt to form a national organization for the benefit of the rest of us model car enthusiasts. The founders of this group, Bruce Pearce, John Walczak, Scott Adams, Bob Linkous and John Boettger formed up in late '87 or early '88 and produced the premier issue of the AMS's voice, Scale Wheels (hereafter referred to as SW) in early '88, with the official first issue, Vol. 1, No. 1, coming along in April.

Their purpose, as I understand it, is a bold one, not just to bring together model car buffs from across the country and promote the hobby, but also to form a unified group that can speak as one voice on issues that concern or threaten our hobby. With this latter premise, we can make our feelings known, as a group, to the manufacturers to encourage them to produce certain models or we can act as a group to protect certain aspects of our hobby which others may wish to ban or control, such as the chemicals we use to assemble and paint our models. A standardization of scales is something else the AMS could get involved in, if the interest from the membership is there. I am sure there are other things the AMS will be able to do that I can not even think of yet.

The reason for bringing up the subject of the AMS in this manner is due to several articles that I have read in the model press lately that put this organization in a very bad light, and unfairly so. One was published in the MCMA News, August issue, authored by Mike Siegman and the other appeared in the latest issue of SW itself, as a letter to the editor, written by John Berry. The fact that John Boettger, editor of SW, put Mr. Berry's letter in the magazine at all shows me that these guys have a lot of intestinal fortitude. They are aware that the AMS organization has some problems and is going thru some growing pains. However, they are ready and willing to face these problems head on and eventually will overcome them, given a fair chance by the rest of us. If we all "jump ship" now, as the two people above seem to be advocating, then I don't think that says very much for our hobby and perhaps we don't deserve any recognition from the rest of the world.

In my opinion, I feel we do deserve the recognition and that we are understanding enough to give the AMS officers the fair shake they deserve. A little physical help from us won't hurt either, by becoming a dues paying member of this organization and contributing material for publication in SW.

After reading the complaints about the magazine being late, and the conclusion from this, that the AMS must therefore be in trouble, I have to arrive at the conclusion that these people are only interested in receiving the magazine anyway. And if it isn't on time, they are ready to demand their money back. Now, I am aware that when you pay for something, you have a right to expect the things that are promised. If AMS took our money and we never

heard from them again, then we would have a right to be up in arms. What people seem to be overlooking is that we have been kept informed of what is going on in AMS, and we are still getting the magazine. This is not a "for profit" corporation with salaried officers, who, if they don't perform as expected, can expect to be fired. The AMS officers are **Volunteers**.

This means that they receive no monetary compensation for running the AMS. After they spend time at their chosen jobs to support themselves and their families, spend some more time with said families, do all the other necessary things in life that the rest of us do, then they have to make time for the duties of running the AMS. If, per chance, one of these officers should have to move from one part of the country to another, which is exactly what happened to one of the AMS officers, then I, for one, would expect the running of the organization to have it's ups and downs. Under the circumstances, it seems to me that they have done pretty well. With all the things that can happen in a volunteer organization, I hope you will begin to understand that sometimes the AMS has to go on hold for short periods of time so that all can regroup and then get on with things.

These guys, who like to build and collect models themselves, and who are trying very hard to bring us car modelers and collectors together for the betterment of the hobby, are also giving up that which got them involved in all this to begin with, building and collecting models. I know for a fact that when you take on projects of this scope, it leaves precious little time to actually get a model built for yourself.

If you still can't understand the amount of work the AMS officers have to do, then I suggest you **stop building models** and try to get 1000 modelers from across the country to join together under one banner, hold a convention once a year for their benefit, and produce for them six, 40 page magazines in the same year. If you are possibly thinking, "I don't even know where to begin", consider that the AMS officers have already accomplished this. And please consider, that with the premier issue of SW, they have already produced six issues of the magazine.

Now, I am aware that for most people, their membership probably began with Vol. 1, No. 1. The officers of AMS have decided to extend memberships until the sixth issue of SW is produced. This seems very fair to me. The magazine may be a little late, but under the circumstances, I can live with that. I am very pleased to see that they have apparently made it through a particularly tough time and are ready to continue the task ahead of them. It is my hope that all those who decided to become members will realize this and will remain members.

When I received my Vol. 1, No. 5 issue of SW, I found flyers from AMT and Revell included with the magazine. Advertising is not something that any company takes lightly, so I have to assume that these companies, AMT and Revell, must have a certain amount of confidence that the AMS is strong enough to weather a storm here and there and survive to do bigger and better things in the future.

I can say that the AMS has my stamp of approval. I have already sent them my dues for year #2. I'd like to thank Bruce, John, Scott, Bob, the regional rep's and John Boettger for

hanging in there and keeping the AMS alive.

Just for the record, these views are mine and mine alone. I'm not doing anyone any favors and have nothing to gain from AMS. My interest is only that of a concerned member. I would like to hear from others on this matter, pro and con. All reasonable responses will be considered for publication in this newsletter.

#### NNL #10 REPORT

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by Larry "Man on  
the Street" Boothe

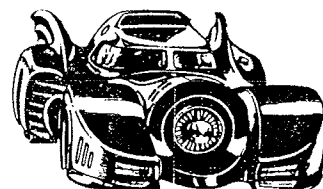
Several MAMA members made the trek to Toledo over the October 6,7,8 weekend. Norman and myself in his model-laden Chevy wagon (which turned out to be every gas station's best friend!) and Scott Kircher, Tim Sickle and one ordinary member, Gary McNutt in his "I can go forever on a tank of gas" Taurus. We all arrived in Dayton Friday night at Wayne Moyer's house and with just the snap of Bill Coulter's two best fingers, we were all thrown into a total blur of activity. Included in all this mayhem, Norman & I were left behind at an intersection somewhere on the way to dinner, and until the reluctant rescue party arrived, we were "Lost in Ohio". Scary watching our president freak out! Included among the antics of these delightful Dayton delinquents was pizza the likes of which us East Coasters have never witnessed, let alone sample. Strange, at best. Then it was off to Bill Coulter's house, only to be told that his incredible collection was off limits to us out of towners. So we lit outta there for Randy Derr's place, and were treated to his basement complete with workshop, fully restored jukebox and a gaggle of people, not to mention the brownies. I hope someone other than myself got to try one! (Editor's note: I did, Larry!). After being split up for our own safety, we spent the night at different locations. Bill Coulter was kind enough to offer up his mother-in-law's house (with her knowledge, I think!) to Norman, Tim & myself. Where Gary & Scott wound up is still a mystery to me. Saturday morning brought forth another road trip to Toledo (Maumee) and off we all went to breakfast, or so Norman thought. When he realized we weren't stopping for the traditional sit down, stuff-yer-face, oh I can't eat another bite type deal, and wound up at Mickey Dee's, well, let's just say I had to make sure our Prez was securely fastened into his seat belt as he turned into the best impersonation of Mark Gustavson on a bad day that I've ever seen. Toledo was waiting for our arrival, actually bracing for the deluge of model maniacs and other intolerable collectors of plastic kits. We are all a wonderfully strange group of people. To the first timers such as Tim and myself, the sheer size of it all leaves you awestruck. After regaining my senses, I helped Norman get set up, and then began to experience the vast, endless tables (565 of them!) full of models. I ran into Andy Kallen (no damage done!) and we walked for hours and came to the conclusion that if it was made, it was here for a price. How does a '67 'Vette promo for \$750.00 grab you? Or \$2000.00 for a mint Tin Coke truck from 1949? There were bargains to be had, and shopping around became the plan of the day. But



the best was yet to come. At 5 P.M. the NNL was setting up next door, and before 7 P.M. rolled around, over 900 models were on display! The room was packed, and photos soon became impossible. The door prizes were given away almost continuously and the conversations with friends, both old and new, never lagged. The one thing that hit me (where's my lawyer?) was the overall quality of the models. I was very impressed!

After a short night of rest (also known as "sleep deprivation"! ), it was back to the Toy Fair Sunday morning when the public was allowed to see what was left. Plenty! We wrapped it up late in the afternoon and began to head home. We said our goodbyes and threatened to return next year, only with reinforcements. REMEMBER-The more members that attend..... the less we all spend! So make plans for next year-you won't be sorry!

#### KIT REVIEWS \*\*\*\*\*



#### The Batmobile (AMT/ERTL #6877) by Tim Sickle

Having seen the movie (for Nick's sake, natch!), the kit appears to be consistent with what I saw. It is molded in basic black, chrome, clear, clear red, vinyl tires. It is somewhat simplified, having no engine (somehow, I cannot envision the original 1972 Chevrolet Impala small block motor under that massive hood!). Good panel line details would make it easy to cut open the hood and install an engine (What engine?!?). The basic body itself is about 14 pieces consisting of the basic shell (obviously!), front fairing, side intakes, interior bulkhead, front fender compartments, machine gun hatches, side doors and inner "bat fins" (couldn't resist!). Here is a small rub. There will be some filling required once they are installed. The machine guns mounted atop the fenders may be mounted or covered and the grappling hook for "bat turns" (sorry!) may be likewise installed or covered. Front tires are lettered Goodyears with sidewall detail and rear tires appear to be treaded slicks with no sidewall detail. Interior bucket has no door panel detail, separate bucket seats, Hurst "Lightning Rod" type shifter and a two piece dash with excellent engraving.

As this is being written, the kit seems to fit together well, with no problems so far. I opted to open up and screen the front & rear fender vents using Detail Master screen painted with light coats of gold. Anyone having kids old enough won't be able to pass this one up (the kids won't let 'em!). Whether you build it or they build it is entirely up to you! (Editor's note: How long before we see alternate versions of this kit? A Batmobile Puller? A Batmobile Pro/Street? A Monster Batmobile? Stand back! The flood gates are about to open!).

#### BITS & PIECES \*\*\*\*\*

\* Special thanks go out to Dave & Karen Roehrle for their effort and diligence in successfully delivering MAMA Club

Jackets to anyone ordering one!

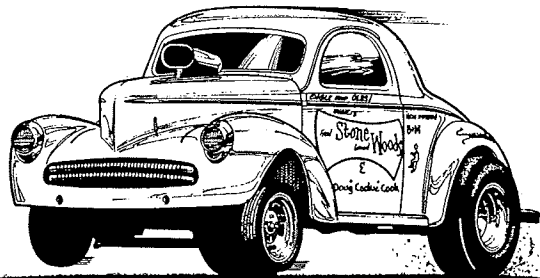
- \* On a related note, thanks to Norman Veber for providing info on getting names stitched on the jackets. Anyone interested can contact Better Lettering Specialties (437 E. Patapsco Ave. Baltimore, Md. 21225) at (301)355-1968.
- \* Thanks to Harry Charon for his efforts which resulted in production & delivery of "Little Wheels", our first club videotape. What is the next plateau to which we will aspire?
- \* Still more thanks! Thanks to Pat Maphis for the MAMA pens (they didn't last long Pat!) and to Dave Toups for the Bulk Spark Plug Wire.
- \* Apparently, the Harford Mall Show has been rescheduled for February 25, 1990!
- \* Thanks go out in advance to John Boettger of AMS. I am told that there will be a Club Spotlight on MAMA in the next issue of Scale Wheels. So let's watch for it!
- \* After purchasing some out of production Monogram car kits, our leader, Norm Veber made an interesting, and unfortunate discovery that lurks within these old boxes as a potential hazard to decal sheets. In the early stock car kits, such as the Mountain Dew Regal & Miller IMSA Mustang kits, the warning printed on the poly parts bag, in a blue ink, has the ability to transfer to the decal sheet, if the decal sheet comes into direct contact with the ink. Under what conditions this takes place he has no idea, but it does happen and the results are ruined decals.

There are two solutions to this problem. The first is that you can discard the poly bag altogether. If you have opened the box and rearranged the contents, the second solution would be to check each box and make sure that the decal sheet can not come into contact with the poly bag. If you have not broken the shrink wrap on the box yet, then the decals are probably all right, as Monogram puts the decals in the bottom of the box, face down, then the instructions, so they are insulated from the poly bag. There is a black ink on the poly bags in current kits by Monogram. He doesn't know if the same thing can happen, but he suggests not taking any chances! Protect those decals. 'Nuff said!

- \* **FLASH!** Our investigative reporter (no, not Tim Powers!) managed to infiltrate the model manufacturers strongholds to bring back to us some 1990 New Kit release info! (Awright, so he only got the catalogs at a local swap meet, it sounded better the other way!). Feast your eyes and no drooling, please! (release dates listed if available!)

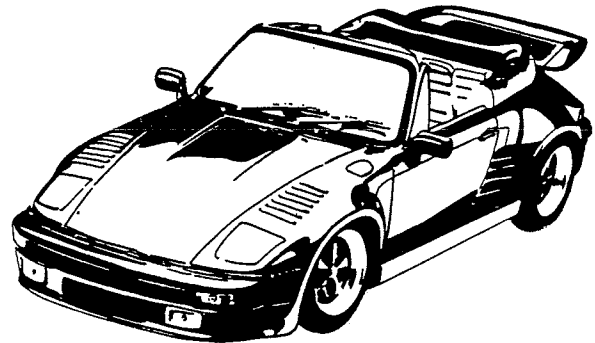
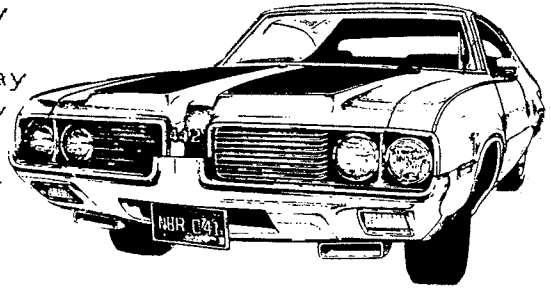
#### AMT/ERTL

- \* Ghostbuster's "Ecto I"  
3 in 1 (Hearse & Stock) Jan
- \* 1991 Firebird & Camaro  
(revised bodies) Apr
- \* "STP" # 43 Pontiac May



7101 "HOT ROD" STONE, WOODS, & COOK WILLYS COUPE. 1/25 SCALE.

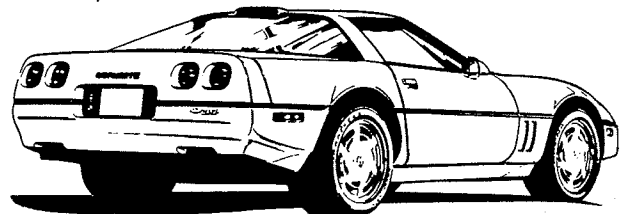
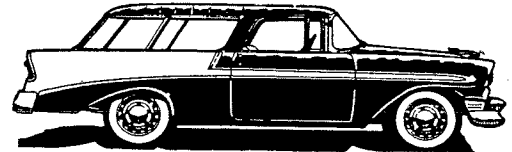
- \* "Miller Draft" #27 Pontiac May
- \* "Coor's" #9 T-Bird May
- \* "Coor's" Team Trailer (only) May
- \* "Kraco" Team Trailer (only) May
- \* "Zerex" #7 T-Bird Jul
- \* "Country Time" #30 Pontiac Jul
- \* "Valvoline" Indy car
- \* Batman Joker car  
(Dodge Police car)
- \* Chevy 1500 Sportside pickup
- \* Batwing
- \* '68 Roadrunner
- \* '53 Studebaker
- \* '63 Corvette Prestige  
(incl. 3 extra parts trees)
- \* '65 Grand Prix Prestige
- \* Kenworth T-600
- \* "USA-1" Monster truck
- \* WWII Jeep (commemorative)
- \* '69 GTX Convertible
- \* '69 Dodge Daytona
- \* '67 Chevelle Pro Street
- \* '68 Roadrunner Pro Street
- \* Lamborghini Diablo



NOTE: All AMT/ERTL NASCAR kits will have opening hood & trunk & be to 1990 specs.

#### Monogram

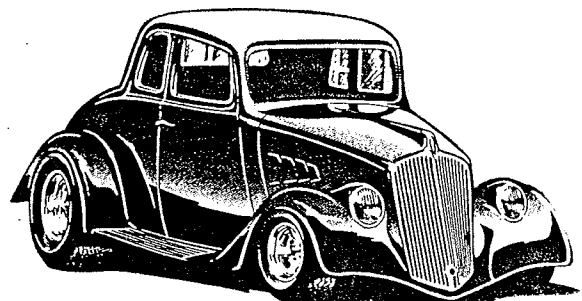
- \* "Heinz" #57 Pontiac Mar
- \* "Havoline" #28 T-Bird Mar
- \* "Quaker State" Porsche Indy Car Apr
- \* "Zerex" #7 T-Bird May
- \* "Miller" #8 Buick May
- \* Lotus Esprit Turbo May
- \* '69 Ford Talladega June
- \* Lanier Racing Lola Indy Car
- \* '89 Mustang Convertible



NOTE: All new Monogram NASCAR kits will be "NASCAR Plus" which will include drivers, pit accessories, tool boxes, etc. and each kit will be slightly different.

#### Revell

- \* 1990 T-Bird Jan
- \* 1990 Grand Prix SE Jan
- \* 1990 Mercury Cougar
- \* F-1 Power Boat race sets Mar
  - a. P/U-Trailer-Boat
  - b. Bronco-Trailer-Deep V



# CLASSIFIEDS

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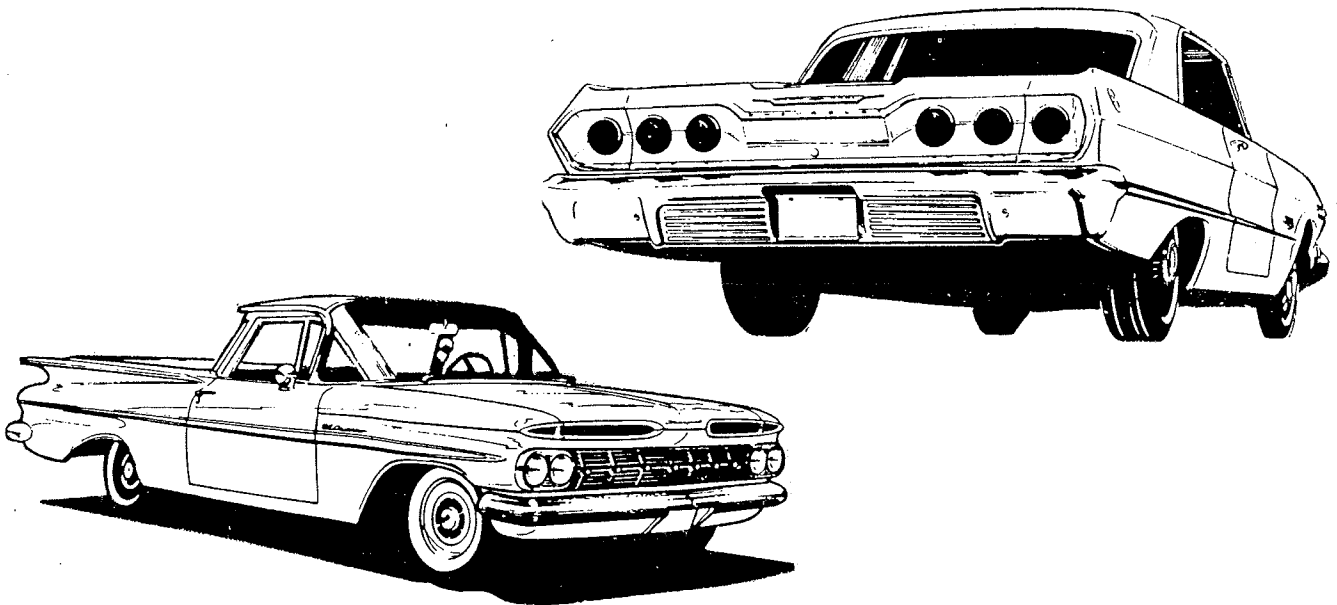
**WANTED**-Any Ferrari-related items as well as back issues of Cavallino magazine. Call Harold Bradford at 604-8591.

**SELL OR TRADE**-"True Value" IRDC racing Camaro, Camaro promos- '82 (Dark Blue), '83 (Red) & '84 (Blue). Looking for Regal promo, 1990 ZR1 'Vette promo (Dark Green). Call Tim Sickie at (301)249-3830.

Anyone having an item for the Newsletter whether it is a Bit, a Piece or even a Classified, it can be included by contacting one of the individuals listed below:

Timothy C. Sickie  
15905 Ark Court  
Bowie, Maryland 20716  
(301)249-3830

Norman F. Veber  
7479-D Furnace Branch Road  
Glen Burnie, Maryland 21061  
(301)768-3548



**SHOE** By Jeff MacNelly

